

AMENDMENTS TO THE CLAIMS

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

1.-21. (Canceled)

22. (Currently Amended) A device for temperature control in an aircraft cabin including a first temperature area, the device comprising:

a first supply control arrangement for controlling a supply of heated air from a first source of heated air into the first temperature area of the aircraft cabin, the first supply control arrangement including an air intake connected to the first source, an air outlet connected to the first temperature area, an air duct connected to the air intake and the air outlet, and a valve arrangement disposed proximate to at the air outlet, wherein the valve arrangement controls the supply of heated air into the first temperature area such that operates to control a flow rate of heated air in the air duct based solely on a specified first temperature for the first temperature area is achieved, and

a first pressure control arrangement for controlling a pressure of the supply of heated air supplied from the first source into the first temperature area, the first pressure control arrangement controlling the [[a]] pressure of heated air supplied into the first temperature area such that in the air duct based on a detected pressure in the air duct and the specified first temperature for the first temperature area is achieved,

wherein the first pressure control arrangement [[only]] operates to control the pressure supply of heated air when the valve arrangement of the first supply control arrangement is not functional fails.

23. (Currently Amended) The device according to claim 22, wherein the aircraft cabin includes a second temperature area, and the valve arrangement of the first supply control arrangement controls the supply of heated air into the second temperature area such that operates to control a flow rate of heated air in the air duct from the first source into the second temperature area based solely on a specified second temperature for the second temperature area is achieved, and

wherein the first pressure control arrangement operates to control the pressure of heated air supplied into the second temperature area such that in the air duct based on the detected pressure in the air duct and the specified second temperature for the second temperature area is achieved.

24.-26. (Canceled)

27. (Previously Presented) The device according to claim 23, wherein the air outlet comprises at least two air outlet ducts corresponding to respective temperature zones of the first and second temperature areas.

28. (Canceled)

29. (Currently Amended) The device according to claim 27, wherein the valve arrangement comprises valves disposed in each of the air outlet ducts, the valves operative to control the supply flow rate of heated air in the air duct.

30. (Currently Amended) The device according to claim 22, further comprising:
a controller an operating status detecting arrangement connected to the first supply
control arrangement for detecting a non-functional operating status of the valve arrangement.

31. (Previously Presented) The device according to claim 22, further comprising:
a pressure detecting arrangement disposed in the air duct and configured to detect a
current pressure in the air duct.

32. (Canceled)

33. (Currently Amended) The device according to claim 22, wherein the supply control
arrangement further comprises a shut-off arrangement operating to prevent airflow in an
upstream direction from the first temperature area to the first source pressure control
arrangement.

34. (Currently Amended) A method for controlling temperature in an aircraft cabin including
a first temperature area and an air duct, the method comprising:

controlling a supply of heated air from a first source of heated air through the air duct and
into the first temperature area of the aircraft cabin with a valve arrangement operating to control
~~a flow rate of heated air into the first temperature area based solely on controlled such that a~~
specified first temperature for the first temperature area is achieved, and

controlling a pressure the supply of heated air supplied from the first source into the first
temperature area with a pressure control arrangement controlled such that the specified first
temperature for the first temperature area is achieved based on a detected pressure of the heated

air in the air duct and the specified first temperature, when the valve arrangement is not functional fails.

35. (Currently Amended) The method according to claim 34, wherein the aircraft cabin includes a second temperature area, and the method further comprises:

controlling a supply of heated air from the first source through the air duct and into the second temperature area of the aircraft cabin with the valve arrangement ~~operating to control a flow rate of heated air into the second temperature area based solely upon controlled such that a specified second temperature for the second temperature area is achieved, and~~

~~controlling a pressure the supply of heated air supplied from the first source into the second temperature area with a pressure control arrangement controlled such that the specified second temperature for the second temperature area is achieved through the air duct based on the detected pressure in the air duct the specified second temperature, when the valve arrangement is not functional fails.~~

36. (Currently Amended) The method according to claim 35, wherein the aircraft cabin includes a third temperature area, and the method further comprises:

controlling a supply of heated air from a second source of heated air through the air duct and into the third temperature area of the aircraft cabin with the valve arrangement ~~operating to control a flow rate of heated air into the third temperature area based solely upon controlled such that a specified third temperature for the third temperature area is achieved, and~~

~~controlling a pressure the supply of heated air supplied from the second source into the third temperature area with a pressure control arrangement controlled such that the specified third temperature for the third temperature area is achieved through the air duct based on the~~

detected pressure in the air duct and the specified third temperature, when the valve arrangement is not functional fails.

37. (Currently Amended) The method according to claim 36, wherein the aircraft cabin includes a fourth temperature area, and the method further comprises:

controlling a supply of heated air from the second source through the air duct and into the fourth temperature area of the aircraft cabin with the valve arrangement operating to control a flow rate of heated air into the fourth temperature area based solely upon controlled such that a specified fourth temperature for the fourth temperature area is achieved, and

controlling a pressure the supply of heated air supplied from the second source into the fourth temperature area with a pressure control arrangement controlled such that the specified fourth temperature for the fourth temperature area is achieved through the air duct based on the detected pressure in the air duct and the specified fourth temperature, when the valve arrangement is not functional fails.

38. (Canceled)

39. (Previously Presented) The method according to claim 34, wherein the first temperature area further includes a plurality of temperature zones, and the air duct further includes a plurality of air outlet ducts configured to deliver the controlled supply of heated air into each of the plurality of temperature zones.

40. (Currently Amended) The method according to claim 34, further comprising:
monitoring the valve arrangement with a controller configured to detect a
~~non-functional~~ valve arrangement which fails.

41. (Currently Amended) The method according to claim 34, further comprising:
detecting the pressure in the air duct ~~for the purpose of heated air supply control~~.

42. (Currently Amended) The method according to claim 34, further comprising:
replacing the supply of heated air from the first source with a supply of heated air from a
second source when the first source ~~is not functional~~ fails, and
replacing the supply of heated air from the second source with the supply of air from the
first source when the second source ~~is not functional~~ fails.